

Ocean Tariffs To Be Adjusted Between Ports

Conference of Ship Lines Next Month Will Take Up Differentials at Ports of North, South and Gulf

New York Rates Involved

Meeting To Be Held Around November 15 at Chicago, Washington or Atlanta

Differentials in ocean freight rates between North Atlantic, South Atlantic and Gulf ports will be discussed at a conference of steamship lines next month. It is understood that the date and place have not yet been fixed definitely, but that the meeting will be held at Chicago, Atlanta or Washington on November 15, to get information at the offices of the Shipping Board and the Atlantic Conferences, 8 Bridge Street, were unsuccessful.

The steamship companies are to take up chiefly the demand of the Gulf ports for a readjustment in their favor. One of the principal commodities involved is cotton. During the time the differential on cotton, during the war, was 15 cents for 100 pounds at Gulf ports above the North Atlantic. This was satisfactory until rates began to fall, when Gulf lines discovered that the percentage against them was increasing steadily. It is contended by Southern officials that a rate of \$1 a 100 pounds from the Gulf, compared with 85 cents from the North Atlantic, was fair, but that the present rates of 40 and 25 cents, respectively, were unjustifiable. The proposal of the Gulf is to make the differential 15 per cent, which would narrow the gap.

Another matter to be taken up is that of the initiation of rates on various commodities. It is understood that there will be little objection to the Gulf ports fixing the rates on cotton, as they are not the point of origin, but that there will be some dispute on other shipments, originating in the interior, which might move equally through the North Atlantic, South Atlantic or the Gulf.

Coastwise rates between the Gulf and North Atlantic offer a third subject of debate. Recent reductions by coastal lines have disturbed the differentials by making it possible to initiate rates from the Gulf to New York for shipment to Europe.

Hearings are now being held by the Interstate Commerce Commission on railroad differentials between these ports, but this procedure is apart from the conference to be held by steamship lines and the Shipping Board.

Gatewood Says Foreign Trade Depends on Navy

Declaring that a navy is essential for the protection of foreign commerce as well as national defense, Commander R. D. Gatewood, director of the division of marine engineering for the Shipping Board, yesterday addressed more than 2,000 workers at Robins plant of the Todd Shipyard Corporation at the Navy Day exercises.

Commander Gatewood recited the part played by the United States Navy in the World War and added that the situation was not so serious for the British fleet. He pointed out that it was the American navy that opened and kept open the door to China, Japan and Korea and has been responsible for the great trade the country now enjoys with the Caribbean. The business alone, he said, was more revenue to American industries than the entire upkeep cost of the navy.

More than 4,000 men in the Todd plants on the Atlantic, Gulf and Pacific participated in the exercises. Lieutenant Commander B. Franklin Hert was the principal speaker at the Fleet and Land Review in Hoboken, and Supreme Court Justice Stephen J. Callaghan at the Tebo plant in Brooklyn.

Shipping Board Asks For Bids on Dunnage

Commissioner T. V. O'Connor, vice-chairman of the Shipping Board, said yesterday that bids had been asked to supply dunnage on government ships at the port of New York. These will be opened at the local offices next Friday. Reductions in the cost of dunnage in the last year, he said, had brought about a saving of about \$250,000 for the board and he expected an equal saving under the new system.

In the call for bids that has just been issued, the board asks for offers on the basis of 1,000 feet of lumber, instead of the usual 1,000 feet of truckloads. Mr. O'Connor declared that last year the board had cut down the damage bills from a range of \$75 to \$100 a ship to a level of \$350 to \$500. The latter figures may be lowered considerably, he added. Efforts to reach a satisfactory arrangement through private negotiations have failed.

New Pacific Company Takes Atlantic Trade

Establishment of the new shipping board passenger and cargo service between Pacific and Atlantic Coasts of South America ports will interest those to some extent with traffic on the Atlantic, one steamship official pointed out yesterday.

Munson Lines now gathered shipments

trans. at New York to their intercoastal vessels but that the new company would take this business.

The Shipping Board steamer Susanna, which is to be placed on the new route, is now in New York for overhauling. It was reported yesterday that she might be sent from this port to South America on one trip before entering the Pacific Coast run. Specifications for reconditioning are being prepared by the division of maintenance and repairs of the board.

Rubber Declines Again

Rubber yesterday declined to 21½ cents a pound, as compared with 22 cents a week ago. The larger factors both buyers and sellers, have remained out of the market since last Saturday. An unconfirmed report was current in the trade yesterday that British East Indian planters had petitioned their respective local governments to be permitted to put accumulated stocks on plantation, the so-called free list. Some local trade authorities replied that this move to the recession of market prices for rubber from the recent high point. If the petition is granted the result would be to increase the so-called free stocks by about 70,000 tons.

Sound Line to End Season

The Metropolitan Line announced yesterday that it would discontinue its passenger service for the season on Saturday, November 4. It is expected that the route will be resumed early in April of next year. This company, which operates on the inside run through the Cape Cod Canal between New York and Boston, has had an unusually successful season, officials said.

Marine Reports

THE TIDES

High water Low water
A.M. P.M. A.M. P.M.
Sandy Hook..... 1:47 2:04 8:36 9:13
Governor's Island..... 1:47 2:04 8:36 9:13
Hell Gate..... 4:28 5:12 11:14 11:28
Winds at Sea-Tide
East Gulf—Fresh shifting; overcast and
shallow Gulf—Fresh northerly; partly over-
cast. Caribbean Sea and Windward Passage—
Moderate east and southeast; generally
fair; pressure remains low over Gulf, but
the north is well defined distance. North of
Hatteras—Fresh northerly; partly over-
cast. Letters to Florida Straits—Moderate
shifting over north and moderate to fresh
over northeast over south portion;
partly overcast; local rains over south por-
tion.

Freight Ships Due

Due To-day
Vessel. Port. Agency.
Larson. Cardiff. Oct. 8....J. H. Winchester
Burbages. Sabah. Sept. 18.

Funch. Edya & Co

City of Westminster. Gibraltar. Oct. 11.

Standard. S. S. Co.

Eastern Crown. Cape Town. Oct. 25.

D. Mallory

Strathallan. Liverpool. Oct. 11....J. H. Hague

Eastern Crown. Cape Town. Sept. 25.

Mallory Line

Hog Island. Alexandria. Oct. 11.

Export S. Co.

F. Luckenbach. Los Angeles. Oct. 12.

Luckenbach Lines

Siria. Yokohama. Sept. 14....Booth & Co

Eastern King. Oct. 14....J. H. Hague

Port Victoria. Bermuda. Oct. 8....Red Star Line

Samland. Danzig. Oct. 20....Red Star Line

Due Thursday

Canada. Marcellin. Oct. 14 via Prov.

Metapan. Kingston. Oct. 14 via Port Fruit Co

Port Victoria. Bermuda. Oct. 8

Furness, Withy & Co

Due Friday

Mauretania. Southampton. Oct. 14.

Standard Line

Dana. Victoria. Oct. 18....Booth & Co

Samland. Danzig. Oct. 20....Red Star Line

Due Saturday

Arrived Yesterday

Steel Worker. Vancouver. Sept. 26. Everett

Tacoma. 2nd. Seattle. San Francisco

Seattle. Los Angeles. Oct. 14.

Imperial S. S. Line with merchandise

Pier 26, N. R.

Portuguese (Br.). Calcutta. Aug. 26. Colombo

Colombo. Pier 24. Alders. Oct. 1.

Boston. Oct. 13. Philadelphia. Oct. 24

To New York. Well & Bowditch with Pier

2, B. K. Y.

Manila. Cathay. Oct. 26; to New York

Portuguese (Br.). London. Oct. 14 to Atlantic Transport Line with index.

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